

Amendments to the Specification:

Please replace the paragraph beginning at page 14, line 24, with the following rewritten paragraph:

5 --Figure 7 shows a highly simplified schematic representation of a circuit that can be used to receive signals from both the infrared sensors and visible light sensors, process those signals, and take appropriate action to deactivate the engine, activate a horn, or both. In Figure 7, signals from the infrared sensors and visible light sensors are provided to a comparator circuit 150. The infrared and visible light sensors, 140 and 142, shown in Figure 7 can comprise associated

10 circuits such as the circuits shown in Figure 6. The comparator circuit 150 receives the infrared signals and visible light signals and compares them to preselected thresholds to determine whether or not changes have been detected in the magnitudes of those signals. A power supply 152 is connected to the comparator circuit. It should be understood that the logic performed by the comparator circuit 150 can vary in different embodiments of the present invention. However,

15 in a typical application of a preferred embodiment of the present invention, the infrared sensor signals would be compared to threshold magnitudes to determine if a change has occurred in the magnitude of the received signal. If a change has occurred, this is indicative of the presence of an infrared radiation source within the associated target area. In certain situations, this could mean that a human being or marine mammal has moved into the target area being monitored.

20 The comparator circuit 150 would also typically interrogate the signals received from the visible light sensors 142. This would indicate the presence of reflected sunlight and could lead to the conclusion that the detected infrared signals were also caused by the reflected sunlight. In those circumstances, the changes detected in the infrared signals would be momentarily ignored because of the assumption that they were caused by reflected sunlight off of the surface 60 of the

25 body of water in which the marine vessel 10 is being operated. If the infrared signals are not accompanied by visible light signals, the comparator circuit provides an appropriate signal on line ~~452~~153. This allows a speed comparator and a gear comparator circuit to be used to determine whether or not it is appropriate to react to the signal received on line ~~452~~153. The speed comparator 160 receives a signal from a tachometer 162 that is representative of the speed

30 of the engine. Although the speed comparator can be configured to perform various operations, a typical comparison would be one between the actual engine speed and a threshold value, such

as one that would indicate the relative applicability of a system incorporating the present invention. This comparison may determine whether or not the marine vessel 10 is operating at a speed that is above idle speed. The purpose of this comparison is to determine whether the marine vessel 10 is possibly moving forward at an appreciable rate so that it is unlikely that a human being or other mammal will approach the propeller 42 of the marine vessel from a rearward direction. In other words, if the marine vessel 10 is operating at an engine speed sufficient to propel the marine vessel in a forward direction, it may be unlikely that a human being or other mammal will approach the propeller from a rearward direction. On the other hand, it may be beneficial to ignore engine speed in all cases.--